



State overview

Diamantina Development Road, spraying the new surface

State overview

State-controlled transport and road infrastructure

Rail

Transport and Main Roads manages rail corridor land in Queensland and with TransLink, oversees operations of Queensland Rail Limited (QR), a government-owned corporation. Through its key businesses, QR operates approximately 8,000 km of rail network in Queensland, and moves approximately 262 million tonnes of freight and 65 million passengers annually. Privately-owned Queensland National operates and manages approximately 2,300 km of heavy haul rail infrastructure in Queensland. The major national rail network and other railway is shown in Figure 1.

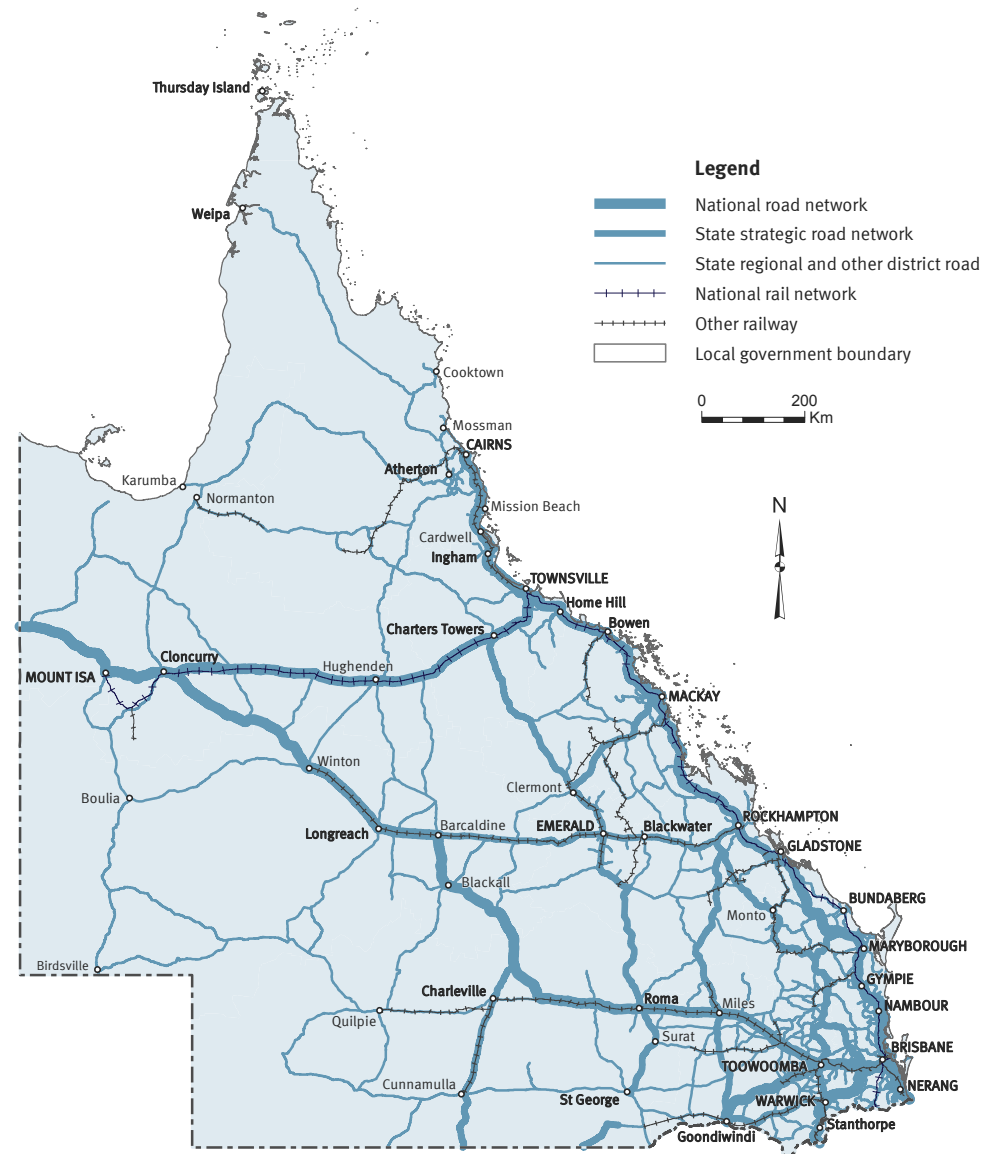
The department promotes efficient and effective passenger and freight services by investing in the acquisition, maintenance and operation of rail infrastructure. This includes below-rail assets such as tracks; bridges; signalling equipment and above-rail assets with TransLink, such as stations and rollingstock. Details of capital expenditure on rail projects can be found under each region's State Network tab.

Maritime

Transport and Main Roads and Maritime Safety Queensland (MSQ) own, manage and operate maritime infrastructure across Queensland, including boat ramps; pontoons; jetties; floating walkways; barge/boat ramps and navigation aids. The department, via MSQ, funds the construction and ongoing structural maintenance of boating facilities. The local managing authority provides the land-based infrastructure, such as car and trailer parking; manages the operations at the facility; and conducts day-to-day maintenance.

Details of maritime infrastructure projects can be found under each region's State Network tab.

Figure 1: Queensland's transport and road system map



Cycleways

Transport and Main Roads plans, constructs, operates and also provides grants to local governments for cycleways across Queensland. Cycleways provide a safe and efficient form of travel, linking people to work, recreation and services. Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner. Details of cycling infrastructure projects can be found under each region's State Network tab.

Busways

Transport and Main Roads plans, delivers and owns busways in south east Queensland, which currently extend to 28.65 km in length. Busways remove buses from roads, easing traffic congestion and leading to improved services and increased patronage. Details of busways projects can be found under each region's State Network tab.

Light rail

Transport and Main Roads is constructing the first light rail system on the Gold Coast extending for 13 km initially. It will provide fast, frequent and reliable services to move high volumes of people through the Gold Coast. Details of light rail can be found under the South Coast Region's State Network tab.

State-controlled roads

TMR owns, manages and operates Queensland's state-controlled roads. Queensland has the longest state-controlled network of any Australian state or territory with 33,347 km of roads representing 25% of all state-controlled roads across Australia. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and Other State-Controlled Roads. The different classes of roads are shown in Figure 1.

The state-controlled network includes the major traffic carrying and linking roads across Queensland; 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 140,000 vehicles per day. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services, and recreation. The estimated replacement value of Queensland's state-controlled road network is \$55.3 billion, as at 30 June 2011 making it the Queensland Government's largest publicly-owned physical infrastructure asset.

National Network roads

Transport and Main Roads owns, manages and operates the National Network in Queensland, including 5,040 km of roads. The National Network is a single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity. Details of projects on the National Network can be found under each region's National Network tab.

Other State-controlled roads

As shown in Figure 1, Other State-controlled roads in Queensland include:

- state strategic roads – 4,150 km
- regional and district roads – 24,147 km.

Details of roads projects on Other State-controlled roads can be found under each region's State Network tab.

Local government-controlled roads

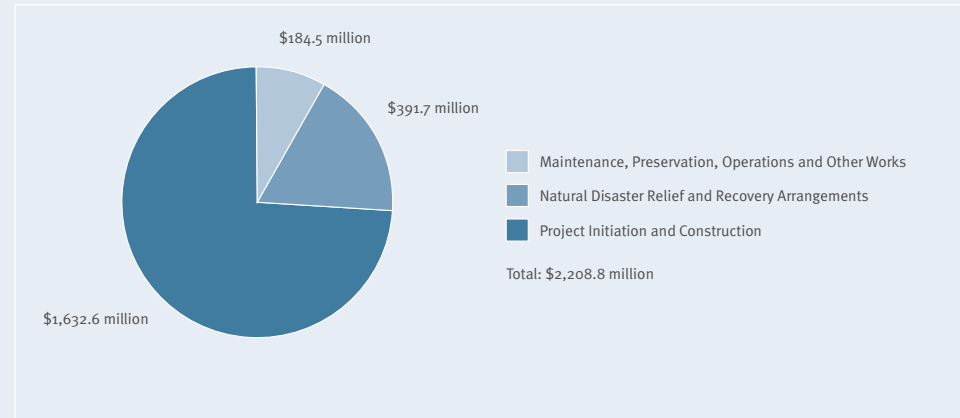
Local government-controlled roads are owned, managed and operated by various local governments across Queensland. Details of projects on local government-controlled roads can be found under each region's Local Network tab.

Program allocation

National Network

Figure 2 depicts the 2011-12 program allocation to the National Network, including: road construction; road maintenance; preservation and operations and an estimate of road recovery and restoration arising from Natural Disaster Relief and Recovery Arrangements.

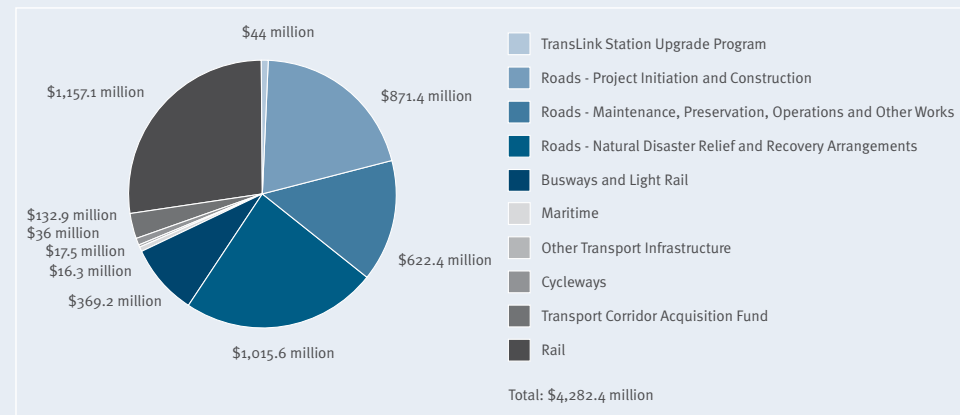
Figure 2: 2011-12 Program Allocation - National Network (\$m)



State Network

Figure 3 depicts the 2011-12 program allocation to the State Network, including: road; rail; Translink Transit Authority infrastructure; principle cycle network and marine. It also includes an estimate of road recovery and restoration arising from Natural Disaster Relief and Recovery Arrangements.

Figure 3: 2011-12 Program Allocation - State Network (\$m)



Local Network

Figure 4 depicts the 2011-12 program allocation to the Local Network, comprised of grants to local governments in accordance with the Transport Infrastructure Development Scheme and other transport grants programs.

Figure 4: 2011-12 Program Allocation - Local Network (\$m)

